

<u>APPLICATION NO:</u>	25/00626/FUL	<u>CASE OFFICER:</u>	Louise Robinson
<u>WARD:</u>	Page Moss	<u>PARISH:</u>	N/A
<u>LOCATION:</u>	Hutchison 3G Site Adj Lidl, Liverpool Road, Huyton, L36		
<u>PROPOSAL:</u>	ERECTION OF A SUBSTATION TOGETHER WITH ASSOCIATED BOLLARDS AND 2NO. LIGHTING COLUMNS TO SUPPORT PROVISION FOR 6NO. EV CHARGING SPACES.		

Site Description

The application site relates to the large car park of Page Moss Retail Park which serves the Lidl Supermarket, McDonalds, Costa Coffee and Dominoes located off Liverpool Road, Huyton.

The EV charging bays and associated ancillary equipment would be located to the east of the Lidl store (adjacent to Princess Drive).

Across the site as a whole, there is approximately 8 disabled parking spaces and 104 standard parking spaces available.

There are residential properties to the north (along Princess Drive), however they are separated from the site by boundary treatments. To the east of the site is the highway of Princess Drive along with the Old Bank Public House and an office building.

Site Constraints

Town and District Centre.

Proposal

Planning permission is sought for the erection of a substation together with associated bollards and 2no. lighting columns to support the provision of 6no. EV charging spaces.

Substation

The proposed substation would be erected near to the existing substation found on-site and to the north of the proposed charging spaces. The substation would have a length of 5.1m, a width of 6.6m and would have a flat roof with a height of 2.7m. The substation would also be set 1m away from the eastern boundary of the site, 9.4m from the northern boundary of the site, and 3.4m from the existing substation on-site.

EV Charging spaces and ancillary equipment

10 existing parking spaces will be replaced with 6 EV charging spaces (including 1 disabled EV charging space and 1 long charging space). The spaces would be set 1m away from the eastern boundary of the site.

A total of 3 EV dual charging points will be installed, along with 1 power bank and feeder pillar. The dual charging points would have a height ranging between 2.1m – 2.4m, a width of 1.1m and would be set 1.2m away from the eastern boundary of the

site. The power bank would have a height of 2.1m, a width of 0.9m and would be set 1.2m away from the eastern boundary of the site. The feeder pillar would have a height of 1.90m, a width of 0.6m and would be situated alongside the feeder pillar with a distance of 2.1m to the eastern boundary.

Approximately 13 E-guard plastic bollards will also be installed to protect the proposed substation and charging equipment which would all have a height of 1m.

Lighting columns

2 new lighting columns with signage will be installed near to charging bay 1 and charging bays 4/5, following the removal of 1 of the previous lighting columns near to the site.

Following correspondence with the agent as of 18 December 2025, they confirmed that the charging points would be provided by the commercial EV charging provider BE.EV.

Additionally, the correspondence also outlined that the applicant was granted consent for EV charging bays on the other side of the car park (under planning reference 24/00380/FUL), however they have had to re-locate the bays within the retail park, hence the current application that has been submitted.

Consultations

Highways – No objections.

Provided comments regarding site access and visibility, traffic impact and trip generation, internal layout, EV parking provision and legal/procedural requirements. They have also recommended informatives.

Environmental Health – No objections in principle.

Provided a suggested condition to protect the amenity of nearby residential properties and to prevent background noise creep.

Merseyside Fire and Rescue – No objections.

Provided information regarding access for firefighting and water provision to be included as an informative.

United Utilities – No objections.

Provided comments regarding drainage.

Representations

This application has been publicised by letters sent to 46 neighbours and 2 site notices displayed near to the site (as of 16 December 2025). No representations were received as a result of the publicity given to the application.

Planning History

24/00380/FUL	INSTALLATION OF 8 ELECTRIC VEHICLE CHARGING PARKING SPACES AND ASSOCIATED INFRASTRUCTURE COMPRISING 5 CHARGER PILLARS, ONE FEEDER PILLAR
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ONE POWER BANK, ONE SUBSTATION AND BOLLARDS ON
EXISTING CAR PARK AREA CURRENTLY COMPRISING 12
PARKING SPACES

Granted (10.09.2024)

Relevant Policy

Paragraph 11 of the National Planning Policy Framework (NPPF) states that planning decisions should apply a presumption in favour of sustainable development. This means approving development proposals that accord with an up-to-date development plan without delay; or where the development plan is absent, silent or out of date planning permission should be granted unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

Paragraph 12 of the NPPF clarifies that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan, permission should not normally be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

The development plan in Knowsley comprises the Saved Policies of the Replacement Unitary Development Plan, the Core Strategy Local Plan and the Joint Waste Local Plan. The following policies are relevant to the determination of this application.

NATIONAL PLANNING POLICY FRAMEWORK

KNOWSLEY LOCAL PLAN: CORE STRATEGY

Policy CS2	Development Principles
Policy CS6	Town Centres and Retail Strategy
Policy CS7	Transport Networks
Policy CS19	Design Quality and Accessibility in New Development

**SAVED POLICIES - KNOWSLEY REPLACEMENT UNITARY DEVELOPMENT
PLAN (ADOPTED JUNE 2006)**

Policy ENV2	Noise and Vibration
Policy ENV3	Light Pollution

SUPPLEMENTARY PLANNING DOCUMENTS

Ensuring a Choice of Travel SPD

Article 35 Statement

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the

presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Assessment

Principle of Development

The application site is identified as a Town and District Centre in the Knowsley Local Plan: Core Strategy. As such, the proposal is considered to be acceptable in principle, subject to compliance with local planning policy and guidance.

Residential Amenity

The nearest residential property to the application site would be located approximately 16.2m away from the proposed substation on-site. There would be a further distance of 9.30m to Bay 1 of the EV charging bays. As the EV bays and ancillary equipment would be located within the existing retail park car park, it is considered that the charging points would not have any more impact on the noise levels and the residential amenity than the car park as existing.

The existing lamppost which is located 19.3m away from the nearest residential dwelling is to be removed and replaced with a 2 new lamppost's which would be situated 28.6m and 39.3m away from the same residential dwelling. The removal of the existing lamppost does not raise any significant concerns, as the nearest dwellinghouses would continue to be served by the lighting columns found along Princess Drive. In regard to the new lighting columns, these would not negatively impact the residential amenity of the nearest dwellings as the new lampposts would face inwards onto the retail park, and the light would be focused downward onto the carpark. As such, the new lampposts would comply with Saved Policy ENV3 of the Replacement UDP and would contribute towards the creation of a safe and secure environment.

Environmental Health have reviewed the information submitted and have stated that they have no objections to the application in principle. To protect the amenity of the nearby residential properties, and to prevent background noise creep, they have suggested a condition with regards to the noise from fixed plant is included on any permission granted.

Therefore, the application complies with Policy CS2 and CS19 of the Core Strategy and Saved Policies ENV2 and ENV3 of the Replacement UDP.

Visual Amenity

The charging points, feeder pillar, power bank and bollards would be minor in scale and have limited visual impact and are considered to be acceptable in terms of appearance.

Whilst the proposed substation would have a length of 5.1m, a width of 6.6m and a flat roof with a height of 2.7m, the substation would not have any more impact on the neighbouring residential property than the existing substation on-site, as it would be situated 'behind' the existing substation. Additionally, drawing no. 596-728-3.6.003a (REV P2) indicates that the substation would be a GRP substation with a colour of 'RAL Design 1506060 (Energy Green)'. The green coloured substation is considered to be acceptable, as this is a common colour used for EV charging developments, and would not negatively impact the wider street scene.

The new lighting columns to be installed on site would match the height of the existing lampposts found on site, with a height of 6.2m. As the new lampposts would replace the 2 lampposts to be removed 'like for like', the replacement lighting columns would not have a negative impact on the visual amenity of the application site and the surrounding area.

Therefore, the application complies with Policy CS2 and CS19 of the Core Strategy and Saved Policy ENV3 of the Replacement UDP.

Highways

Paragraph 116 of the National Planning Policy Framework states that 'development should only be prevented or refused on highways grounds if there would be an acceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios'.

The proposal would result in the net loss of 4 parking spaces. However, the remaining parking spaces in the wider car park would still be available for customers, along with the proposed 6 EV parking spaces. The proposal would provide EV charging infrastructure that is not currently available within the retail park. It would also help electric car owners who cannot charge at home and will be in accordance with the council's declaration of climate emergency. The benefits of the scheme significantly outweigh any minor loss of parking. In addition, there are permitted development rights for EV Charge points. The charge points themselves would be permitted development if they were not linked to the feeder pillars and bollards, whilst the substation is required to enable the charger points powering.

Highways have reviewed the submitted information and have stated that they have no objections in principle, as the works would not have any detrimental impact to the highway safety.

Site access and visibility

The application site is located off Liverpool Road (which is subject to a speed limit of 30mph) and is accessed via the existing site access serving LIDL, Costa Coffee and McDonalds.

The proposed works are positioned within the site development, due to the scale of the proposal and the works are away from the adopted highway. This does not obstruct the visibility splay when vehicles exit and enter the access, create unacceptable risks or have any detrimental impact to the highway network.

The site is considered to be satisfactory and in accordance with the Manual for Streets, Paragraphs 112 – 117 of the NPPF and Core Strategy Policies CS2 and CS7.

Traffic impact and trip generation

A Transport Statement is not required, as the trip generation is relatively low. As such, the proposal is unlikely to result in significant network impacts.

Internal layout

The internal layout of the car park is considered to be acceptable in principle, as it currently serves the LIDL, Costa Coffee and McDonalds and demonstrates safe and suitable access in accordance with the Manual for Streets, Paragraphs 112 – 117 of the NPPF and Core Strategy Policies CS2 and CS7.

EV parking provision

EV charging provision is provided for 6 vehicles, located north-east of the site entrance. This provides facilities for both customers and staff and is considered to be acceptable.

Legal / procedural requirements

- No Section 278 agreement is required.
- No Section 38 agreement is required.
- No PRowS are affected by this development.

Based on the reasons above, the proposal would not materially affect the highway safety and the application complies with Policies CS2, CS7 and CS19 of the Core Strategy, Paragraphs 112-117 of the NPPF and the Ensuring a Choice of Travel SPD.

Environmental Health

Environmental Health have reviewed the information submitted and have stated that they have no objections to the application in principle. To protect the amenity of the nearby residential properties, and to prevent background noise creep, they have suggested a condition with regards to the noise from fixed plant is included on any permission granted.

Conclusion

The proposal would be acceptable in terms of any impacts on the residential and visual amenity and highway safety. The proposal also complies with the Knowsley Local Plan: Core Strategy, Replacement UDP Policies and guidance provided in the NPPF, and is therefore recommended for approval, subject to conditions.

Recommendation

That planning permission be granted subject to the following conditions:

- 1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: In order to comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2) The development hereby permitted shall be carried out in accordance with the approved plans and documents listed in Schedule 1.

Reason: For the avoidance of doubt.

- 3) The materials of the sub-station hereby approved shall be a GRP Substation and finished in a colour of RAL Design 1506060 (Energy Green) (as per drawing number 596-728-3.6.003a (REV P2).

Reason: In the interests of visual amenity and to comply with Policy CS19 of the Knowsley Local Plan Core Strategy, adopted January 2016, and the National Planning Policy Framework.

- 4) Fixed plant and machinery associated with the development shall be designed to a level that is at least 5dB(A) below the existing L_{A90} background noise level as measured during the relevant time period. Any tonal, impulsive and/or irregular noise would be addressed by imposing a penalty as per the methodology set out in BS 4142:2014+A1:2019, Methods for rating and assessing industrial and commercial sound. Noise limits for fixed plant are to apply at a position 1 metre from the closest affected window of the nearest noise sensitive property.

Reason: In the interests of residential amenity and prevention of noise nuisance and to comply with Policies CS2 and CS19 of the Knowsley Local Plan Core Strategy adopted January 2016 and Saved Policy ENV2 of the Knowsley Replacement Unitary Development Plan adopted June 2006.

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
19.11.2025	596-728-3.1.001	REV P2	Proposed Site Plan
19.11.2025	596-728-3.2.001	REV P2	Proposed Elevation A
19.11.2025	596-728-3.6.001	REV P2	Kempower Charger Details
19.11.2025	596-728-3.6.002	REV P2	Power Bank and Feeder Pillar Details
19.11.2025	596-728-6.6.003a	REV P2	Substation Details Type A
19.11.2025	596-728-3.6.004	REV P2	Lighting and Signage Details
25.11.2025	596-728-3.0.001	REV P3	Location Plan
08.01.2026	HPK028	-	Cover Letter

Signed Case Officer¹: Louise Robinson

Signed Authorising Officer²: Jo Sheridan

Date: 15/01/2026

¹ I confirm that I do not have a personal relationship with the applicant, agent or other interested parties; I also confirm that I do not have a financial interest in the site or the development proposed

² I confirm that I do not have a personal relationship with the applicant, agent or other interested parties; I also confirm that I do not have a financial interest in the site or the development proposed

Informatives

1. The applicant is reminded that it is an offence to allow materials carried from the site to be deposited on, or cause damage to, the highway as a result of dirty wheels, plant, or poorly loaded vehicles. The Council may recover costs or take enforcement action under Sections 131, 148 and 149 of the Highways Act 1980.
2. This permission does not entitle the developer to obstruct or carry out works within the Adopted Highway or across a Public Right of Way whatsoever. Any proposed temporary closure or works affecting either will require consent which must be obtained from the Streetworks team. Please email NRSWA.TeamDRES@knowsley.gov.uk for further information.
3. Please note that under Part S of the Building Regulations, developments are required to provide electric vehicle charging infrastructure. While this cannot be secured by planning condition, applicants should ensure compliance under Building Control regulations (Part S).

Site Photographs

